

# PLYMOUTH MACKEREL TALKS

## Scottish boats 'holding back'

"Is the Commission serious or is it their intention to wipe out the Irish fishing industry and throw its people on the dole?" he asked.

Voicing suspicions about the way some countries handle quotas, Mr. Lantry said: "Let the coastal state manage the resources and it will be found that a satisfactory job will have been done."

the 12-mile limit only and will continue until midnight on October 17, and every weekend afterwards from 7 am Friday to 7 pm on the following Monday, us from November 30 next.

# AN AR

A Russian Embassy official arrived from Dublin

The Russians claim the would have to do this to test their radar, as they were

Joey Mullin, sent a telegram of behalf of fishermen to the Irish Navy. It read: "Congratulations. Well done lads."

On the same day Picton Sealion (Skipper Trevor Salter) landed 166 kits which made £5,200. Between them the vessels landed a total of 25 of cod, 10 of whiting, 120 of toker, 25 of turbot and brill and five of plaice.

collapsed very suddenly at the end of September, as the sailors began landing large catches and supplies from other sources flooded in from Grimeby.

He added nearly everyone had made record grossings.

Consolidated Fibers  
scheme has a WFA trust  
will obviously be  
watched; as that  
number of other dis-  
vessels laid up.

The vessels, which base themselves on the Humber port during the season, have returned to their home ports after one of the longest and most successful seasons ever.

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a yacht so she  
days under sail.

Skipper-owner, Robert Casson of Whitley Bay, hopes she may be bought for conversion into a yacht, so she can sail her days under full



# DEVON CRAB WAR CREWS MAY CARRY GUNS

CRAB fishermen from the Dartmouth area are threatening to take shotguns to sea to protect themselves against foreign fishermen who, they claim, are destroying gear and stealing pots.

Devon crabbers blame foreign boats, mostly French crabbers, for their losses.

Tom Jones, who is secretary of the South Devon Shellfishermen's Society, said: "We have definite evidence crab pots are being stolen and sold in France."

The Devon men also blame the Eastern bloc trawlers which are working on the crabbing grounds and destroying pots.

Two weeks ago the Brown-owned 52-footer K.M.B. was

towed along by a Russian trawler which had entangled her trawl with the string of pots K.M.B. was hauling.

"Tempera are getting frayed," said Tom Jones. "The Government doesn't seem to have any backbone to protect the interests of our inshore fishermen."

The 'crab war' has so far cost Devon fishermen about 1,000 smashed or stolen pots and about £40,000 in lost catches.

Crab fisherman Terry Ekers of Paignton said: "We are afraid to leave our crab gear outside the 12-mile limit because it is likely to get smashed or towed away."

A string of 60 pots now costs about £900-£1,000 to replace. Each vessel works six to eight strings.

The foreign fleets are after

mackerel, but the area off Start Point is also the major crab producing area in Britain.

The best crab grounds are 30-40 miles off Start Point, but the risk of losing gear might prevent the offshore grounds being worked this season.

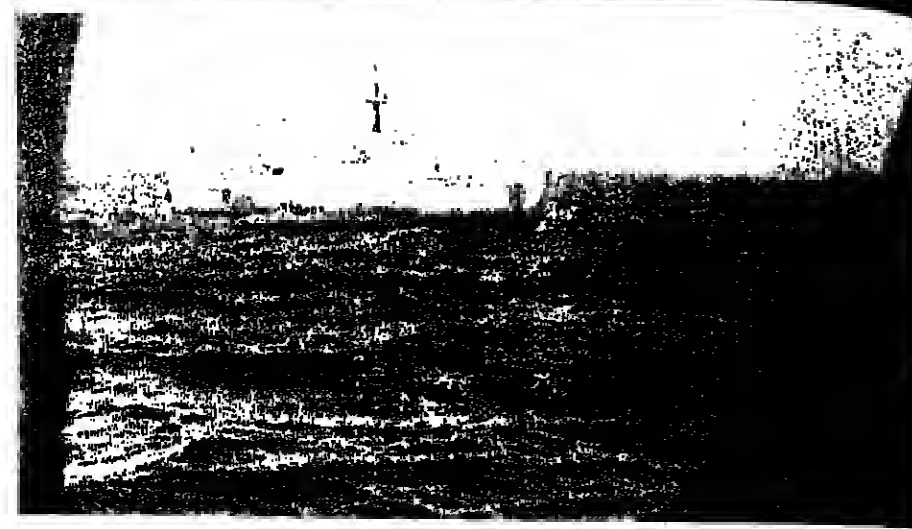
The pots may have to be set closer inshore — inside our territorial waters — where crabs are less abundant.

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## Fleet being watched



Fishery protection vessels are trying to keep the Eastern bloc fleet in order and pots have been recovered by protection ships in the course of their duty. Seen from the bridge of HMS *Sobieski* is a Rumanian factory trawler, part of the large fleet of Eastern bloc ships now fishing off the south-west coast. A report on the fishery protection service will appear in *Fishing News* next week.

## DoT slaps load limit on 'unstable' boat

FOUR Brixham fishermen face a severe cut in their incomes because of a restriction put on their boat by the Department of Trade.

Following a survey, the DoT has ruled that the 85 ft. trawler *Tenneje* is unstable and forbade her owners to take her to sea until five tons of ballast had been added. It also ruled she can carry no more than 11 tons of fish, although she has frequently caught up to 40 tons.

The 46-year-old boat had spent most of her life fishing the North Sea from Holland before being sold to Fleetwood. She came to Brixham four years ago.

Now the crew of four — Skipper Julian Pender, Bobby Cann, Tony Buber and Dick Morphet — face severely restricted incomes just as the winter mackerel season is building up.

*Tenneje*, Dutch-built in 1931 and sailed by the same man until he retired in 1966, was declared unstable following a compulsory Department of Trade survey.

The requirements of the survey have been carried out, but the crunch comes because the restriction on the weight of fish the boat is allowed to carry will chop her earnings.

Extra life-saving equipment and radio have been installed, among other things. To meet the department's requirements, five tons of pig iron have been loaded into the boat, which two years ago received grants from the White Fish Authority to install a new engine and for mid-water gear.

Bobby Cann said the instability ruling was based on drawings relating to the boat as a beam trawler, but now she is stern fishing.

"The crew hoped to complete the ballasting by Monday night this week and will go fishing again as soon as DoT clearance is given."

"We were forbidden by the department to go to sea in a letter last Monday," said Mr. Cann at the weekend. "We have not been earning for a week and if, in future, we cannot take 20 to 25 tons a trip we might almost as well

stay alongside the harbour wall."

"We have had the boat for three years and she is very stable. We were looking forward to a good season with mackerel at Plymouth. Now we are faced with this — and mortgages to pay and living costs rising everywhere."

"I do not know how we are to cope, but we will certainly go out and try fishing in her."

Edward Cann, speaking from Bideford, agreed it was a difficult situation, but what could one do? The survey re-

quired certain things to be done to meet International Maritime Consultative Organisation standards.

"We've got to get her back to sea. We are doing what is required. No-one objects to safety surveys — the question is the payment."

He did not know what the bill will be, but it will reach many hundreds of pounds for survey fees and work.

Another Devon boat to fall foul of the DoT survey is the Plymouth-based *Stevier*, one of three boats at

the port which have been banned from sailing if they pass the survey. It is estimated up to £10,000 have to be spent before will pass.

Vigilant is being taken of service while *Stevier* being put up for sale. It thought she needs 40 tons of ballast.

Skippers are angry because they believe many of the 'faults' found would not affect the craft under normal inshore operations.

## DECKHAND LOST IN BLOCKING TRAGEDY

A 37-YEAR-OLD deckhand, Roger McLean of Cleethorpes, was lost to be dead when his boat was recovered from the sea off Iceland last week.

He fell overboard from Grimaby dættar trawler *Volesus* as he secured the warps in a towing line on October 4.

Soon after the accident happened a search was started involving about 15 trawlers. Mr. McLean's boat was located and placed aboard the mothership *Alf*.

Mr. McLean, an experienced and highly respected fisherman, was unmarried.

SMALL & Co. of 245-247 trawler *Constance* had landed 375 kls after a 12-day trip last week and was en route to Lowestoft when her port's top panel fell the week.

## LAUNCH FOR 50-FOOTER

EMERGING from a building shed [above] is what is thought to be the largest fishing boat built in Wales for some time. The 50-footer was constructed in a derelict shed at Neath and the front of the shed has been knocked down to allow the boat out. This Llewellyn, and is due to be launched this week. She is fitted with a Dorman 280 hp diesel and features a ramp at the stern. The stern gentry, which and other fishing equipment will be fitted after the boat has been launched.

## 'Brothers Too' afloat

THE NEW 50 ft. fishing boat *Brothers Too* (FR 280), launched at Maoduff last weekend, is the latest addition to the Fraserburgh fleet. The vessel was built for Buchanan Strachan and Alexander. ("Zander") Strachan and is a replacement for their present boat, *Brothers*, which is being sold.

The new transom sterned boat will join the daughter boat, named *Brothers Too*, at the end of next month and is being powered by a 280 hp skipper.

Gardiner's *Brothers* was also a 50-footer and was a 12-day trip last week and was en route to Lowestoft when her port's top panel fell the week.

October 1, 1978

October 16, 1978

October 15, 1978

FISHING NEWS

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# STABILITY ERROR COSTS £75,000

AFTER BEING laid up for over two years in an unstable condition, the Peterhead sinner-trawler *Silver Lining* — now renamed *Persevere* — is ready to go fishing again following modifications costing £75,000. The Herring Industry Board, which has taken a quarter share in the vessel, has advanced the money — 25 per cent grant and 75 per cent loan.

The only problem hanging over the vessel is recruitment of a good crew to get her back to work again.

A press conference staged by the HIB in Devon on Tuesday was told that a lot of knowledge about fishing boat stability had been gained following investigations into *Silver Lining*.

"If they've gained, we've lost," said Skipper Peter Johnstone, who will have to repay the loan. "If we've been a guinea pig, why should we pay for it?" he asked.

The 97 ft. sinner-trawler is "like a completely new ship which has been specially built to have stability features in excess of IMCO standards in all respects."

"She is absolutely as good as anything that is going. We now have an efficient, stable and good looking ship and we have achieved what we set out to do."

"The completion of the work has been an important event in the safety at sea programme which is being carried out by the Department of Trade, Herring Industry Board and White Fish Authority."

This was stated by HIB chairman, Dr. W. J. Lyon Dean, at the press conference. In fact, *Persevere* as she lay at moorings ready for carrying out sea trials, looked a very different vessel from the *Silver Lining* which had been lying in Peterhead for 18 months following the loss of her sister-ship, the Peterhead herring trawler *Trident*, in October 1974.

An extra midships section of 11 ft. 8 in. has made *Persevere* into a much more hefty and seaworthy looking vessel; it also provides her with the buoyancy and freedom which, together with the alteration of certain on-board weights, has enabled her to have stability features in excess of the IMCO minimum criteria.

Evidence of the new stability characteristic is given in the stability booklet which has been given to the boat.

Dr. Dean outlined the story of *Silver Lining* and the work done on her stability.

The story goes back to early 1974 when Skipper Johnstone was unhappy with the behaviour of his boat in a Marine Survey Office of the DoT in Leth for advice. He left them the stability booklet which has been given to the boat.

At that time there were no statutory DoT requirements for fishing vessels, but the minimum criteria developed by the International Maritime



Skipper Peter Johnstone: 'sore'

Consultative Organisation (IMCO) and had recommended them to industry.

The HIB demonstrated its acceptance of these standards by insisting that vessels built with HIB grant and loan assistance be provided with a stability booklet showing that they satisfied the IMCO criteria in all seagoing conditions.

Thorough investigation of the stability of *Silver Lining* showed that, as fitted, she did not in certain seagoing conditions meet all the stability criteria recommended by IMCO.

## Calculations

Further calculations showed that ballasting, removal of top weight, plus catch and fuel carrying restrictions, would enable her to satisfy IMCO.

These theoretical calculations have subsequently been confirmed by tank tests in simulated sea states which have been carried out by the National Maritime Institute at the request of the DoT, tests which closely demonstrated the justification of safety grounds of applying the IMCO standards to the design of the vessel.

The HIB decided it would be unreasonable to expect the skipper to accept these limitations.

Now the work is done, preliminary calculations have been confirmed by an inclining test. This showed that, by lengthening the vessel and repositioning oil and water tanks, she would have fully acceptable stability characteristics and would be economically viable. After consultation with the owner, a firm decision was taken by the HIB that she should be modified.

Dr. Dean added: "I would like to pay tribute to Bideford Shipyard, and to Mr. Trinder and his staff, who have done a first class job of work on this boat."

Bideford was only one of three yards able to carry out the work and had offered the most acceptable tender.

*Persevere*, as she is today, has stability features in excess of IMCO requirements in all conditions. Her stability has been assessed with such thoroughness that it will be superior to that of many existing vessels.



Dr. Lyon Dean: 'satisfied'

It is not a new thing for a vessel to be modified for stability reasons. Stability problems have arisen in other vessels and modifications have been successfully carried out.

In the late 1960s, when IMCO's recommendations were approved by the Maritime Safety Committee, it was found that many vessels fell short of the criteria and they have subsequently been modified.

IMCO arrived at their criteria after analysis of stability records of vessels which had been lost and those vessels which were operating successfully. This is no absolute guarantee that vessels satisfying the criteria will not capsize, only that they are less likely to.

The modifications have been carried out in the light of the latest knowledge of the subject, as work on fishing vessel stability has progressed in the last two years. This work is outlined in Dr. Dean's statement.

"Safety of life at sea depends not only on good seamanship but also on the standards of design, construction and equipment which go into the vessels which men sail."

For the merchant fleet there have long been standards set by international convention and developed patiently over the years through the IMCO, the relevant United Nations which has its headquarters in London.

"The United Kingdom, through the Marine Division of its Department of Trade has played no small part in the development of these international standards for passenger ships, cargo ships and the like. And it is to the forefront in similar work which has been proceeding under the auspices of IMCO and which should culminate next year in an international convention for the safety of fishing vessels."

"Meanwhile, the studies which the UK Government has been making at home in consultation with industry, and which culminated in the Fishing Vessels (Safety Provisions) Rules 1975, have strengthened our hand immensely in relation to the work of preparation for the proposed international convention."

*Persevere* is now a well found vessel able to fish anywhere between the Western approaches and the Norwegian coast but, as yet, has not been able to find a good crew.

Skipper Johnstone says "there is no doubt that I've now got a seaworthy boat, but a boat is only as good as her crew."

Although a number of people have asked to sail on the boat, they are not of the calibre he is looking for. He is not sure whether it is because of the history of the boat or because there is now a shortage of good fishermen in most Scottish ports.

See Comment, page 2.

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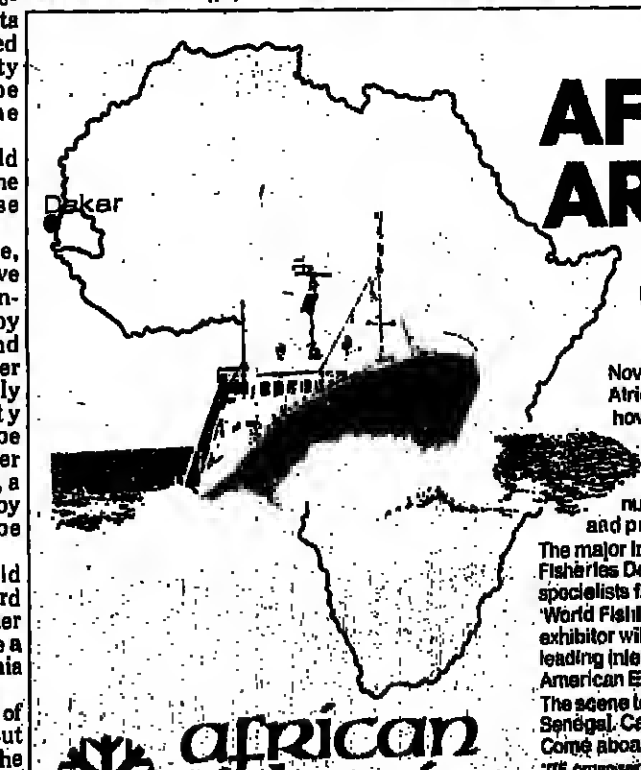
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## COMMENT

THE SAD SAGA of the former Peterhead trawler *Silver Lining* (now *Persevere*) is almost at an end. Although it is over two years since the boat was laid up with stability problems, the chairman of the Herring Industry Board has now honoured his pledge to get the vessel modified and ready for fishing.

It has been over two years of turmoil for Skipper Peter Johnstone, who through no fault of his own, found himself saddled with a new and unseaworthy boat. Throughout this time he has publicly conducted himself with remarkable patience and a firm resolve to get his vessel put right.

The fortunes of *Persevere* have been inextricably linked with her sister-ship *Trident*, lost with all hands in October 1974. It was four months before *Trident* was lost that Skipper Peter Johnstone made known his fears about his own vessel to the Department of Trade. At a press conference on Tuesday, the DoT was still unable to come up with any satisfactory answer as to why *Trident* was not immediately investigated when Skipper Johnstone voiced fears about his own boat. Criticism must also trace back to the HIB for accepting the vessel in the first place.

From the furore surrounding the stability of these two boats, some hard lessons have been learned. The interpretation of the IMCO rules on stability have now been changed since the public inquiry into *Trident* rejected the DoT evidence that she complied "substantially" with the standards.

As a result, *Persevere* has been modified to well in excess of IMCO rules on ALL counts. She is now of a higher safety standard than most vessels in the British fishing fleet.

While Skipper Johnstone has found it difficult to raise a crew, because most of the good men are already taken up on other vessels, he has been honest enough to admit there may still be a lingering air of suspicion over the boat. No expense has been spared to put this vessel right and, in fairness to all concerned, this is a case where logic should overcome emotion.

## fishing news

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# £70,100 poaching bill

THE SKIPPER of the Soviet freezer trawler *Belomorje* had his catch and gear, valued at around £70,000, confiscated on Wednesday for illegal fishing in Irish waters. He was also fined the maximum for the offence—£100.

The three charges against the Russian skipper, 34-year-old Nikolai Shinkaruk, of obstructing the Irish Navy were dismissed by Justice Bernard Carroll who said: "There could have been some confusion at sea over the purpose of the arrest."

He took note of the Russian's case that none of the officers on board the trawler understood English. He also noted that after an Irish Army interpreter explained the situation in Russian, the ship then moved in Cork.

Justice Carroll made it clear that the arrest had been lawfully carried out and he had no doubt that the Russian vessel was fishing illegally inside the Irish limit.

The case, which lasted nine days, is the longest of its kind in Irish history.

The Irish Naval Officer in charge of the arresting minesweeper, *Grainger*, Lt. Comdr. Paddy Kavanagh, told how the skipper refused to stop when told, ran his ship outside the limits and had to be fired on with a Bofors gun, and then with FN automatic rifle fire, before he halted.

Some shots were aimed high into the mast and others at the foc'sle orca when the Russians tried to anchor 15 miles off the coast.

Lt. Comdr. Kavanagh described, with the help of

other officers, how the Russian trawler, the 2,500-ton *Belomorje*, was finally boarded; also how the skipper then claimed his engines were not working.

Irish engineers sent aboard found them to be in order. Later the Navy said they would tow the Russian to port, but he finally agreed to sail there.

The Russian skipper began giving evidence late last week, claiming that he was outside the limit and that other Russian trawlers had fixed his position there. But in evidence it transpired these fixes were not made with radar, but were visual fixings later plotted.

Skipper Shinkaruk, giving evidence with the aid of an interpreter, claimed that his seamen had to lie flat on the deck when the Irish Navy opened fire. He criticised the Irish Naval officers who carried out the arrest.

He also denied obstructing the Navy, claiming that he was not told why he was being arrested. He said no reason was given for his detention, which he considered illegal.

Irish Naval officers claimed that the skipper understood the arrest. A Russian officer on the bridge when the incident occurred understood English and translated what was being said to the skipper.

They also told how international flag signals were made, and how radio transmissions were not answered on international frequency; flashing international signals were also ignored.

Officers who were allowed on the Russian ship said she had modern and obsolete equipment side-by-side.

Each seaman appeared to have his own small cabin, but at 8pm each night all those not on duty were assembled for political tuition. Political commissars aboard the vessel did not allow any of the crew, except those standing court, to leave the vessel while she was in port.

Captain Shinkaruk told the court in Cork he had been a skipper since 1972 and left Murmansk on August 1. He said there could be up to 100 trawlers of the same size at *Belomorje* fishing in a region like the Irish coast at any one time. When the incident occurred, there were ten other trawlers of the same size as *Belomorje* fishing near him.

His charts, and where he is allowed to fish, were marked and laid out for him by a Soviet state organisation.

The trawler had her own fish plant aboard, but no photographs or pressmen were allowed aboard. The Soviets complained bitterly about the world-wide publicity attached to the incident.

Skipper Shinkaruk faces certain loss of his ticket in Russia, according to reports. The gear and catch of the Bulgarian trawler *Aurelia* has been confiscated in Cork by the Irish Department of Agriculture and Fisheries, following the Bulgarians' refusal to pay £102,040 in lieu of confiscation.

The department sent its officials in to begin confiscation, the biggest-ever in Ireland, after it became clear there would not be an appeal against the conviction for illegal fishing 12 miles inside the Irish 12-mile limit.

The 2,468-ton *Aurelia* had a catch of 300 tons of mackerel, sprat and herring

aboard, already boxed and packed. There was also fish meal aboard the ship.

Our Irish correspondent, Tom MacSweeney, was aboard the vessel and saw Skipper Jordan Kostan, from Valkanov, see his trawl wires and wraps cut away; his nets taken off, followed by his catch. The operation took several days.

The plant aboard ship was a mixture of modern and obsolete machinery. The East European trawler had plenty of processing gear, but some of it not very modern. There were huge cold stores on board and extra storage tanks beneath the foc'sle area.

The fish was valued at £53,480; fish materials at £24,000 and gear, £24,560.

The Bulgarian skipper could also be subjected to

prosecution at home for infringing the Irish limits and he faces a possible jail sentence, plus loss of his skipper's ticket.

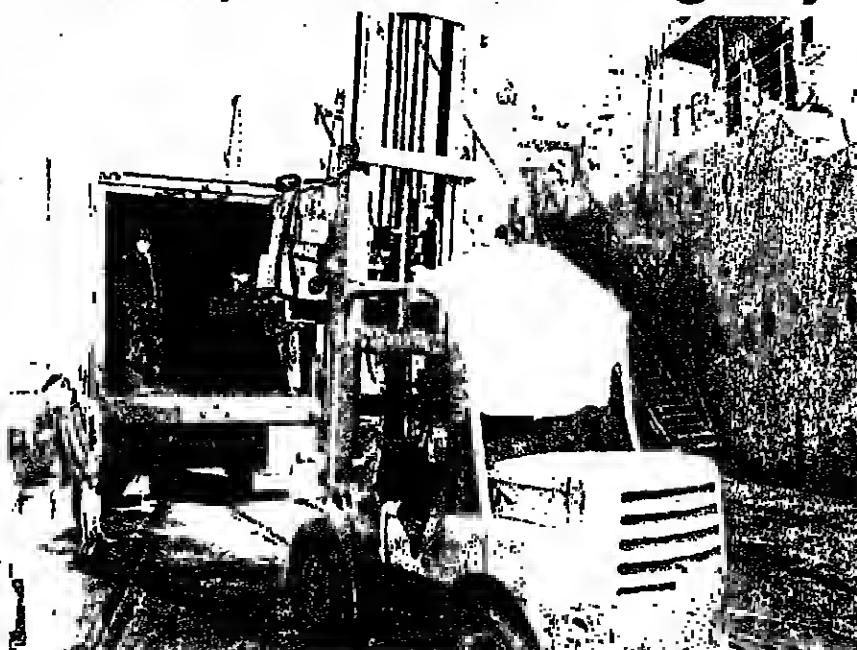
However, in this case he has been told to go back fishing and not to return home. He would be supplied at sea with new gear and equipment.

Evidently, the Bulgarians accepted that their own charts did not show Irish limits accurately.

It was doubted in Cork, however, if he could resume fishing without returning to his home port as he needs new wraps and trawl wires which had been cut away.

The Department of Agriculture felt that the massive confiscation would provide a real lesson to other foreign vessels to keep outside Irish limits.

## Irish court finds Russian skipper guilty



Above: fork-lift truck unloading fish from the Bulgarian factory trawler *Aurelia*. Below: the big net and equipment plant inside the vessel.

## Belomorje packs 5,420hp

*BELOMORJE* (BMRT No. 124) is one of a series of about 30 large diesel-electric powered freezer stern trawlers built between 1968 and 1974 by the Okean Shipyard on the Black Sea.

She and 23 of her sister-ships such as *Pamir*, *Golfrim*, *Karpal*, *Valdel* and *Elbrus* are included in the list of the three-yearly list issued by the International Commission for the North-West Atlantic Fisheries to show the ships working in the ICNAF area.

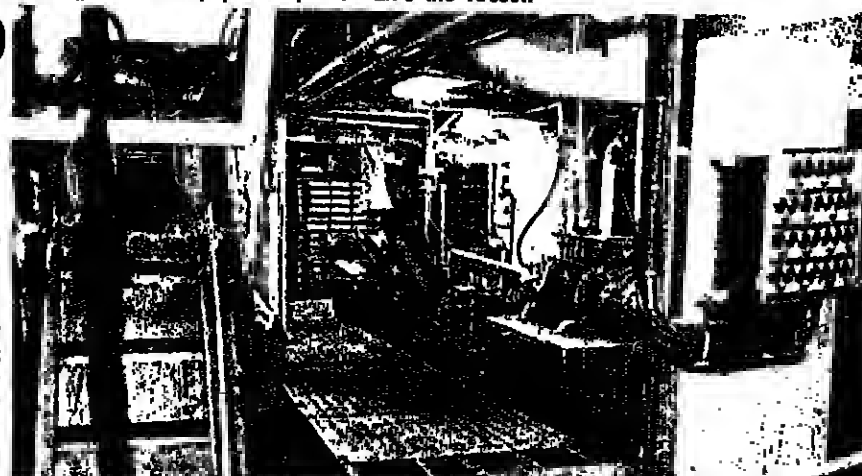
In the list, which was issued this year and showed the fleet as of 1974, there were 610 Soviet fishing ships and, among them, were no less than 257 BMRT and RTM category stern trawlers larger than 2,000 gross tons.

Although not as well known outside the USSR as the 240 or more Mayakovsk-class stern trawlers, or the series of ships built in East Germany and Poland, *Belomorje* and her sisters appear to have been a successful design.

The 24 ships of the class in

the ICNAF list are all based on the northern port of Murmansk, which means that their area of operation extends over the north-west and north-east Atlantic, the North Sea and off the British Isles, Barents Sea and Arctic Ocean.

Built in 1971, the 3,272 gross-ton *Belomorje* has an overall length of 32.5 ft. Her diesel-electric propulsion plant consists of five generators driven by diesel engines with a total output of 5,420 hp and powering an electric motor turning a single propeller.



Above: fork-lift truck unloading fish from the Bulgarian factory trawler *Aurelia*. Below: the big net and equipment plant inside the vessel.

## CONGRATULATIONS

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## Oyster prices go up—and up again

AS PREDICTED the early opening of the fresh mussel season did lead to some disaffected customers and merchants in Billingsgate last week. Two consignments from Ireland were subject to delay and a spell of rather muggy weather ensured that many mussels were D.O.A. as the television detectives express it. Not an auspicious opening to the season.

Following our mention of the increased mussel competition last week it should be made clear that Mike Jenrick is no 'first timer' at the game. He was handling mussels last year.

The news is better on the oyster front where prices going up by 24 per cent does not seem to have deterred the buyers. The high water temperatures of the summer have produced very good growth and the east coast oysters, which are presently available, are fat and juicy.

Bill Potter, is now undisputed king of the oysters in Billingsgate since his firm, Baxter's and Son Ltd., has taken

over the London interests of the Bessiter and Ham Oyster Fisheries, leaving Baxter as the sole supplier of oysters in the market.

As the very essence of a market is that buyers should be able to compare prices and quality from one firm to another, this monopoly situation would not seem to be

## Billingsgate

good for the trade and it can only be hoped that one of the more enterprising shellfish firms will extend its interests to provide some competition.

A circulated price list for this season quotes the following prices: No. 1's per 100 £22; No. 2's per 100 £18; No. 3's per 100 £16; No. 4's per 100 £13; and Butternut per 100 £11.

Incidentally, in one well known West End restaurant one dozen No. 1's, with presumably a glass of lemon and the use of the oyster, will set you back £1.00. To put it another way, oysters which leave Billingsgate at a cost of 22p each, when served with a flourish of silver and a napery cost 82p each. Perhaps someone should write to the Price Commission!

# Iceland plugs the cod gap

TWO BIG landings from the Icelandic wet fish stern trawlers *Hronn* (Skipper Siavar Brynjolfsson) and *Stalvik* (Skipper Johann Sveinsson) came to the rescue of merchants at Grimsby last week. Locally caught supplies had barely added up to 20,000 kits.

Both vessels found their trips to South Humbersea well worth while and, although there was never any question of the peak prices fetched the week before being repeated, grossings of £83,700 (2,234 kits) and £82,572 (2,044 kits) respectively, reflected the present strength of the demand for cod, in particular, at Grimsby.

The 198ft *Hronn*, built in Poland in 1974 with a 3,000 bhp Zgoda Sulzer main engine, was on her maiden trip to Grimsby and while the smaller *Stalvik*, at 149ft, and just one year older, had been there before, they were both within a few thousand pounds of smashing Grimsby's record grossing for a wet fish Icelandic trawler.

Also helping out the slump in local supplies were two other Icelandic vessels: *Filur* (Skipper Gislir Gar-

darsen) made £14,311 from 555 kits and *Thorir* (Skipper Vidar Benediktsson) £23,316 from 857 kits.

Of only four local-owned distant water landings, BUT's *Northern Roward* (Skipper Wally Harris) scored heavily with £51,199 from a 20-day Icelandic catch of 1,831 kits (all cod and codling bar a few redfish). Consolidated Fisheries' *Spurs* (Skipper Bill Hardie, jr.) fell short of £50,000 for the second successive trip with a grossing of £46,181 from 1,560 kits.

The 140-footer again turned out a big haul of codstuffs, with also an unusual assortment of over 300 kits of muck halibut, ling, eel, codling, reds, skate and haddock.

Coley

In a ding-dong battle for middle water honours, Taylor's *Ugann* (Skipper George Loades) made £19,743 from a mixed 10-day Faroes/Westerly trip of only 580 kits to just pip BUT's *Ugann*. Kelly (Skipper Ian Phillipson) also earned £19,137 from 807 kits, over half of which was cod, after a similar length trip to the West Indies.

It was Skipper Loades final trip before taking a well-earned rest after another spell relieving for Taylors and,

despite being semi-retired, he seldom fails to make an impression.

There was, however, some consolation for BUT with further useful middle water trips from *Ross Tiger* (£18,208 from 828 kits) and *Ross Jaguar* (£18,135 from 740 kits).

Top seiner of the week was Sleight's *Lairloch* (Skipper Jack Clark) with 26,143 from 220 kits of cod and plaice.

With the shortening days and patchy fishing, seiners are having a tough time. There were one or two very sorry returns from long trips.

When you're engaged in fishery research, the last thing you want to worry about are your diesels. Aware of this, G. L. Watson, designers of MFV 'Squilla', were very concerned over the choice of power for propulsion. They wanted a diesel with low-revving and long-life characteristics, compact dimensions, low specific fuel consumption, and - of prime importance - extreme reliability.

They found Kelvin met these requirements perfectly, and a 320 shp T series 8 cylinder Kelvin diesel, driving a Slack and



At the Brighton Fishermen's Club. Left to Right: J. Howell, Sussex chief fishery officer; Francois Pym, Conservative spokesman on fisheries; A. Bowden, MP (Brighton); R. Lucas, MP (Shoreham) and K. Warren MP (Hastings).

## DROP ME A LINE—SAYS 'NEXT MINISTER'

IT WILL be a "calamity" if Britain does not get a 50-mile exclusive zone, Francis Pym, Conservative spokesman on fisheries, told south coast fishermen at Brighton last week. Inshoremen are now threatened by the deepsea fleet, warned Mr. Pym. Our deep-sea fishing grounds will be drastically reduced by 200 mile limits.

"The resulting pressure from the deep water vessels within our inshore waters

threatens small operators," fishermen told him of marauding foreigners and DoT surveys which are putting them out of business. Although Mr. Pym was enthusiastically announced as the next Minister by a posse of south coast Conservative M.P.s, most fishermen remained singularly unimpressed by Pym's stock answer as pressed.

Parr V/P propeller, was fitted. Now, thanks to Kelvin, the 'Squilla', operated by the Marine Biological Association, Plymouth, is headed for a long trouble-free life in research around the UK coast.

## Kelvin

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October 1, 1978

# LARDINOIS TELLS IRISH: No changes in EEC limits policy

AN IRISH Fishermen's Organisation delegation which met Common Market Agricultural Commissioner, Pierre Lardinois, in Dublin last weekend was thoroughly dissatisfied with the discussions.

After a two-hour meeting, the delegation was not impressed with the statements made by Mr. Lardinois who, they said, did not appear to know what he was talking about.

They said he did not appear to know anything about the Irish situation. Nor could he give them any information about EEC quota proposals in shared waters and the denial of Ireland's 50-mile limit claim.

Mr. Lardinois has invited the IFO to meet him again in Brussels where on Monday, October 16, the Council of Ministers starts discussion about the Common Market fishery proposals which have met with strong opposition in Ireland.

The Irish Foreign Affairs Minister, Dr. Garrett

Fitzgerald, has already declared total opposition to the proposals and said he would cast an Irish veto against them.

But Mr. Lardinois has no evident intention of changing the proposals drawn up by the Commissioners. He told a press conference in Dublin that he foresaw no change on the proposals put forward in regard to limits.

The Irish situation, particularly on the west coast, might be met with some improvement in quotas; there is also need for special consideration for areas in the north of Britain. But he could not foresee any fundamental changes in the proposals on limits.

A major confrontation now seems likely, as the Irish Government is facing a massive trade union and fishermen's campaign. It cannot afford to back down on its pledges.

## Safety overall warms wearers

A ONE-PIECE survival suit designed to keep a man afloat even when unconscious has been introduced by Wandycro (East Anglia) Ltd.

Called the Norwester, this suit has been designed as a working overall with high thermal properties to protect the outfit will self drain.

The Norwester survival suit automatically keeps the wearer afloat.

The makers claim that the suit will still work even when cut in half.

Once the wearer goes overboard, approximately 200 of water enters the suit and spreads evenly over the wearer. This heats the body temperature automatically and acts as a hot water bottle. Once out of the water the outfit will self drain.

Made from reinforced, polyurethane nylon, the suit is said to be extremely lightweight and resistant to fire, diesel, petrol, alkalis. It comes in a choice of colours, including International Distress Orange, and radar reflectors built into the shoulder panels.

For further information, contact Wandycro (East Anglia) Ltd., Woodside Road, Norwich NR7 5HA. Tel. (0603) 37341.



## BRYHER ON £6,425

MARKETS were excellent at Milford Haven last week and it was a real event when two of the port's vessels grossed more than £6,000.

One of the port's youngest skippers, John Rogers, brought *Norrad Star* home with 183 kits, including 10 of cod, 25 of whittings, 50 of roker, 10 of turbot and brill, 36 of plaice and eight of soles, which sold for £6,261.

On the following day markets were even better and *Bryher*, commanded by Skipper A. James, made the week's top grossing. The trawler landed 146 kits which sold for £6,425.

Georgina Wilson kept up a good run under the command of Skipper Tom Smith the following day. She landed 130 kits, including 50 of roker and 17 of soles, for a grossing of £4,750.

On the same day the pocket trawler *Westerdale* (Skipper Frank Reynolds) had a break in her recent good run when she was forced back to port with only 30 kits.

As these grossings clearly reflect, markets were excellent for all varieties.

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## Now it's Save Our Spiders

BECAUSE OF the "acceptance of the spider crab by European countries" there should now be legislation to govern the size of crab caught.

Mr. W. Hoeking, Cornish Sea Fisheries Committee member from Looe, told a committee meeting in Truro last week that spider crab had now become "lucrative to fishermen".

Because of their irregular and difficult shape, it is a easy to judge overall size. Something ought to be done to see advice on this matter, he said, so that stocks can now be preserved for the future.

## Trend

Pat Crookford of Falmouth said this showed the general trend in fishing in recent years. Fish once thrown away by fishermen and public are now gaining acceptance as dinner table.

"Fishermen used to kill the spider crabs they caught," said Mr. Hoeking. "Now they treasure them and take them to market."

Cornwall's Sea Fisheries Committee has found support from the Devon and Somerset branches in a bid to achieve a minimum size limit for scallops.

Members were told at the meeting in Truro that a size is being recommended. Plans would now be put in hand to seek the help of the Ministry of Agriculture, Fisheries and Food with a view to making a by-law for the south and south-west coasts.

## Record sale

LOSSELMOUTH's annual sale of work reached £1,160, an increase of £200 on last year's record. Early in the year a special effort had been made, resulting in very generous response from the people living in the Firth coast towns and district.

October 15, 1978

FISHING NEWS

# BLUE WHITING—'we're not that desperate'

SIX FISH and chip shops around the country which are co-operating with the White Fish Authority in selling blue whiting have so far met with encouraging results. But Fleetwood owners are not enthusiastic about catching the variety.

Jim Cross, Fleetwood manager of J. Marr and Son Ltd., said his firm is not interested in fishing blue whiting at the moment. "On

prices that have been quoted so far it would not be feasible to send a big ship after blue whiting. It's about £30 a ton which is about £2 a kit.

"I know you catch a lot, but you have got to get rid of them and the nearest place to get rid of them is the fish meal works at Stornoway.

"We are not as desperate as that yet. There may be a time when we need them but not at the moment, as far as Marr is concerned."

Geoff Anderson, president of Fleetwood Fish Merchants' Association, said the

main problem with the fish is that they are small and difficult to process. "But, if needs must, they will become very acceptable."

He said that some merchants had obtained supplies of the fish from Hull last year and found them awkward to handle but added: "With recent experiences of handling small Rockall haddocks we might cope a bit better now."

"If the worst happens and we get thrown out of Iceland and we get stuck with a 12-mile limit, possibly we would have to turn to these fish."

## WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on October 2.

The new rates of interest for fishing vessels under 80 ft. and new engines are: up to five years, 13 per cent; five to 10 years, 15 per cent; 10 to 15 years, 14 5/8 per cent; over 15 years 15 3/8 per cent. For processing plants, up to five years, 14 1/2 per cent; five to 10 years, 14 7/8 per cent; 10 to 15 years, 15 3/8 per cent; 15 to 20 years, 16 1/8 per cent.

## PRESIDENT ELECTED

ANDREW Marr has been elected president of the Hull Fishing Vessel Owners' Association at its annual general meeting. He takes over from Tom Boyd Jr.

The new vice president has been named as Neil Purkes, who takes over from Mr. Marr.

## FLEET TENDERS CLOSE

The Robinson fleet laid up at Grimsby following possession by the White Fish Authority.

Developments on the sale of the fleet are expected shortly as tenders for the vessels had to be with the WFA by September 30.

## 'Benvolio' on delivery maiden

FLEETWOOD'S latest trawler, the 66 ft. *Benvolio*, is now fishing her way around the port under the command of Skipper Bill Spaarpont.

The vessel, which was built at Berwick as *Olivia*, marks a new departure for her owners, Wyre Trawlers Ltd., which formerly concentrated on larger vessels.

*Benvolio*, which is powered

by a 750hp engine, is a multi-purpose vessel, but initially she will be used as a side trawler.

John Haskam, manager of Wyre Trawlers, said: "We believe that ships like her point the way to the future for Fleetwood."

"Fleetwood has its future tied up closely with the home water grounds. We feel that the multi-purpose vessel

is the ship that will fit the bill at the port.

"For Fleetwood she represents a different mode of fishing and will take some getting used to — but there are indisputable indications that we will have to adapt to survive."

"At Wyre morale has risen because of the faith that BUT and its directors have shown in Fleetwood by directing new vessels to the port."

# 'Too much mackerel for the liners'

SOME members of Cornwall's Sea Fisheries Committee expressed mixed feelings over the emergency sub-committee's telegram sent to the Prime Minister calling for immediate action to preserve mackerel stocks.

At their meeting in Truro on Tuesday last week, chairman John Trawin asked members to endorse the sub-committee's action and, although a few responded by stating their points of view, they certainly showed it by remaining silent.

Pat outspoke Porthleven fisherman, Mike Hosking, said he was not happy with the action taken. It was all very well to talk about protecting the fish but the fact was that the fish were being taken by the inshore fishermen and the south-west fishing industry.

Mr. Hosking said that the bigger boats were thrown out of business it would not be long before the whole of the south-west fishing industry "went to pot".

Falmouth fisherman, Pat Crookford, said it was all very well to "comment on" the boats work at night if they worked during the day time, chance would result. "They

was the mackerel long line man's best year for some time."

"Outside their limit are the Russians and other Eastern bloc countries, purse seiners, pelagic trawlers and other boats from this country and overseas."

"If you look at the investment involved, the line men are very small by comparison. Take away those large boats and you have a meagre fishery for 100 or so hook and line with too many fish for them to catch."

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Falmouth fisherman, Pat Crookford, said it was all very well to "comment on" the boats work at night if they worked during the day time, chance would result. "They

will charge right through our lines. The small boats will just have to get out of the way," he said.

Mr. Hosking said he realised the threat of Eastern bloc countries and fishing boats from outside Cornwall. The Russians, however, often fished only during the summer months and moved away when the mackerel shoals came inshore.

The Cornish trawlerman, who was not allowed inshore, would have less fish to catch. He had to come inshore if he was able to survive.

"Russians catch 75 per cent of their fish during the summer months. When they cannot catch any more they move on."

"We went help for all our fisherman, whether a trawlerman or line fisherman."

mission had already stated protection should be given to inshore fishermen. The telegram to the PM only reminded the Government of that fact.

Mr. Trawin asked Skipper Hosking if he would accept a seat on the sub-committee so that his views could be heard before any similar action was taken in future.

"If the magical 200-mile limit for foreign boats was in force, who knows what would happen," he said.

Mr. Hosking, while accepting the position on the sub-committee, said that during the summer months whilst fishing 20-miles from Wolf Rock, he spotted 14 or 15 Russian trawlers all at least 2,000 tons in size. "They went up and down with the tide and all fish stocks were exhausted," he said.

"What is now needed is protection for the local man, said Mr. Hosking."

# 'Unity' call by PO boss

THE Prime Minister and Devon MPs are to receive a letter from Devon Sea Fisheries Committee in the campaign for a 50-mile exclusive zone around the coastline of the south-west peninsula.

The Prime Minister, Mr. Callaghan, lived in Brixham as a boy for several years

while his father was a coastguard.

A meeting of the committee was told by Mr. W. H. Worden, chief sea fisheries officer, that Ian Lindsey, secretary of the Brixham Fishermen's co-operative and South-Western Fish Producers Organisation Ltd., had written to boat owners emphasising the importance

of unity because of the threats to their livelihood from outside.

They must fight against giving away traditional fishing grounds to other countries, declared Mr. Lindsey. He wrote: "You must all be aware that the recently flourishing south-west mackerel industry for local boats, especially hook and liners, appears to be in danger of coming to an end."

"Soviet bloc fishing vessels working in the 12-mile limit will soon be augmented by fleets of Scottish pursers and east coast mid and distant water trawlers working in to the three-mile limit."

"They are large, super-efficient units capable to annihilating the entire fish stock."

"Your major Continental fresh markets are in jeopardy. Cornish mackerel is becoming international big business."

"On top of all this, it has been reported that France intends to declare a 200-mile exclusive zone, laying claim to all fish and mineral rights within it. The implications are obvious and very serious."

"As far as the threat to the south-west mackerel is concerned, one can shrug one's shoulders and mutter 'It was good while it lasted' and switch to whatever form of fishing one was engaged in before the boom — perhaps gross less, but survive all the same."

"But when it comes to giving away your traditional fishing grounds to another country, then you must fight against it."

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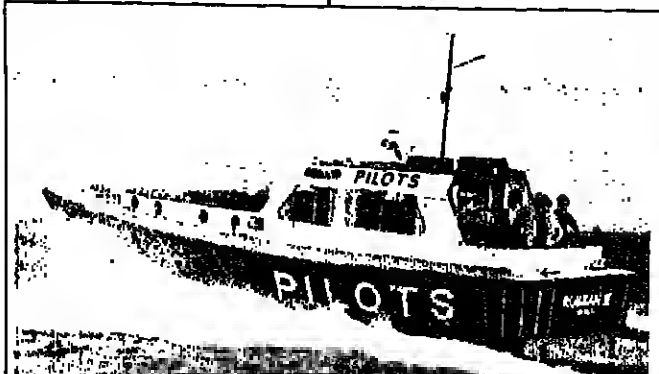
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## Yard's fast 40-footer for export

CYGNUS Marina of Falmouth has branched out from fishing boat building with the completion of the 40 ft. pilot boat *Rubban II* for Dubai. The GRP-hulled craft is powered by twin V-8s of 200 hp and the boat has a speed in excess of 18 knots. She would have been faster had not the owners gone for additional strength. Skipper of *Rubban II* will be George Chapman, a former Falmouth man who is a port authority chief in Dubai. The pilot boat was being taken to her home port aboard the cargo carrying boat *Isarus*.



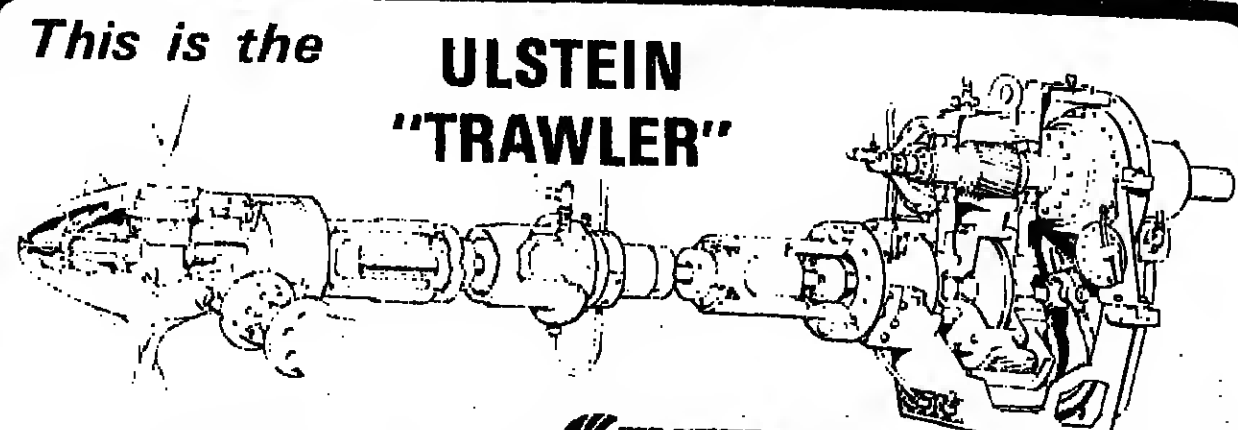
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# CATCH '76 REPORT

## New 'Cat' range from 250hp

THE Caledonian Tractor and Equipment Co. Ltd. of Glasgow celebrated its 25th anniversary as the Caterpillar dealer in Scotland with the introduction of a new engine range.

Having its first showing in the UK at Catch '76 was the Caterpillar 3400 series, consisting of three engines ranging from 250 to 750 hp.

They were displayed as propulsion units complete with marine gear.

Main feature of the new series is that the design incorporates large displacement with trim external dimensions and weight.

Displacement is about one-third greater than that of earlier Cat engines, so there is less heat generated and less mechanical stress. The

engines have fewer moving parts and are of more simple construction.

The three engines on display were the six-cylinder, in-line, model 3406; the eight-cylinder, vee-form, 3408; and the 12-cylinder, vee-form, 3412. All have a cylinder bore

of 5.40 in. and stroke of 6.00 in. The 3406, 3408 and 3412 have displacements of 893, 1099 and 1649 cu. in. respectively.

Caledonian initially dealt in Caterpillar earth moving and construction equipment, but moved into the fishing boat market in the early 1960s when a number of Scottish vessels were re-engined with Cat units.

Soma of the earliest of these were a 180 hp engine fitted to the Wick seiner

Bunilidh Braes and a 380 hp model for the 80ft. Fraserburgh vessel *Morning Star*.

Among newly-built vessels to be fitted with Cat engines in the early 1960s were *Argonaut II*, built at Anstruther for Skipper Dave Smith and powered by a 325 hp engine, and the ring netter *Brittonia* built at Sandhaven for Skipper Billy Gibson of Dunure and powered by a 220 hp engine.

In more recent years larger units have been introduced to cater for the demands of pair trawlers and purse seiners.

In 1972, models of 850 hp were fitted to the 80ft. wooden boats *Kollato* and *Aquila* which were built by J. and G. Forbes and Co. of Sandhaven for skippers George Watt and James Slater.

October 1, 1976

October 15, 1976

October 15, 1976

FISHING NEWS

9

## SHORT DIESEL KEEPS BOAT IN TRIM

THE Hedemora type V6A/12 engine on the A. Johnson and Co. stand is to be installed in a 79 ft. multi-purpose boat building in Devon for North Shallda skipper, Alan Moree.

As reported in *Fishing News*, August 13, one of the main reasons for the choice of this engine for the vessel is that it is only four ft. long and yet develops more than 600 hp.

Its compact size has

enabled the boat's fishroom to be placed amidships, so she will maintain correct trim when carrying fish.

This will be the first installation of a Swedish Hedemora marine propulsion engine in the UK, although the type VA has been in service all over the world since

being introduced in 1963.

The V6A/12, being supplied by UK agents, Johnson, to Skipper Moree's boat has a continuous rating of 620 bhp at 1,200 rpm. It will drive an Ulstein CP propeller through an Ulstein 110GSC

close-coupled gearbox of 3:1 reduction ratio.

It is a 12-cylinder, turbo-charged, four-stroke, water-cooled, vee-form engine with the cylinders arranged at a 90 degree angle. It has a cylinder bore of 185 mm. while the

piston stroke is of 210 mm. The minimum expected life of wearing parts, such as bearings, cylinder liners, pistons and rings, etc., is 20,000 hours. There can be long intervals between overhauls.

Other important features for fishing vessel applications are the power take-offs available at the fore end, including one for full engine power.

Hedemora Diesel manufactures two engine ranges: the VA of 600 to 2,500 hp and the VB, 750 to 3,000 hp.

## ...CP prop on show

ULSTEIN (UK) Ltd. was exhibiting the type 110GSC gearbox and 1,700 mm. controllable pitch propeller unit due to be installed in Skipper Alan Moree's 79 ft. multi-purpose vessel.

It will be close-coupled to the Hedemora V6A/12 engine also seen at the exhibition.

Ulstein of Norway has been making controllable pitch propellers for more than 50 years. They are specially designed to meet the widely differing requirements of fishing vessels: pull and maneuverability, plus full performance obtainable under all operating conditions.

Ulstein CP propellers with reduction gears can be supplied for engines within the power range 150 to 3,500 hp.

Installations in Scotland include the Peterhead vessels *Summer Dawn* and *Brighter Dawn*, built in Norway about three years ago.

A model 55 GSC gearbox with CP propeller and Ulstein nozzle is being fitted to a 65 ft. wooden boat being built at Robsons Boatbuilders of South Shields for Skipper Terry McIntee of North Shields. It will be coupled to a Gardner 230 hp engine running at 1,160 rpm.

Ulstein (UK) Ltd. is also sales and service agent for Tenford Mek Verksted A/S and exhibited a typical Tenford steering gear unit — as

installed in over 80 per cent of Scottish fishing vessels.

A revolutionary type of steering gear is about to be put into production by Tenford. The new unit incorporates all motors, pumps, valves and oil reservoir integral with the rudder motor.

This is claimed to save the shipyard having to fabricate seatings for the pumps and pipework.

A new axially floating piston is used which allows hydraulic cylinder pressure to be increased to 80KG/CM<sup>2</sup>. This also gives a saving in the size and weight of the unit for a given rudder torque.

The firm is also sales and service agent for Sperry Mck Versted's marine starting air compressors.

Other Ulstein equipment handled by Ulstein (UK) includes transverse thrusters and stabiliser systems.

Plans are well advanced to build a factory in Fife to manufacture Ulstein equipment in Scotland. It is hoped the factory will begin production late next year.

## STERNGEAR SUPPLIERS

HENRY Fleetwood and Sons (Marine) Ltd. is a family engineering firm founded at Arbroath in 1924 by Henry Fleetwood Snr. The firm moved to Leamington in 1933.

The Fleetwood family has a long association with marine engineering and the grandfather of the present directors, John and Henry Jnr., was involved in this kind of work more than 90 years ago.

Right from the start the firm specialised in the manufacture of sterngear and other types of marine engineering equipment.

In addition to supplying a range of stern tubes, propeller shafts and intermediate shafts, keel coolers and akin fittings, etc., the firm is agents for Gardner and Volvo Penta engines, Gilbert Gilkes and Gordon pumps, and M. G. Duff cathodic protection.

One of the main exhibits on the stand was a Fleetwood sterngear assembly fitted with a Bruntons Superston propeller.

Fleetwood had made the unit except for the propeller. The Superston propeller was introduced by Bruntons about 18 months ago and is made of manganese aluminium bronze alloy, which is stronger than manganese bronze and more resistant to impact damage and corrosion.

Fleetwood is supplying the sterngear with Superston propeller to the wooden Swan Hunter for the John trevler, Jean Scott, now

nearing completion at the Leamington yard of Jones Buckie Shipyard for owners in Grimsby. Fleetwood also assembles and supplies marine auxiliary sets and details of these were available on the stand.

Based on Gardner or Volvo engines, they are supplied complete with generators, bilge and general service pumps, hydraulic power packs for deck machinery, together with all the necessary clutches and drives, etc.

Many vessels from Campbelltown Shipyard, including Skipper Dave Smith's *Argonaut IV* and Skipper Willie Campbell's *Ajox*, have Fleetwood generating sets.

Examples and details of the range of bilge and general service pumps from the Kandil firm of Gilbert Gilkes and Gordon were shown on the Fleetwood stand.

It is now about four years since Gilkes first exhibited its range of Giltec Series M pumps which have been adopted by a number of engine makers including Caterpillar, Kalvin, Cummins, MWM and Dorman.

Gilkes has now added two larger pumps to the Series M range, the 300/1000 three in. unit and the 400/1100 four in. unit.

Among new vessels to be fitted with the 400/1100 pump is the stern trawler *Clarkwood*, recently completed by the Gooch yard of propeller to the wooden Swan Hunter for the John trevler, Jean Scott, now

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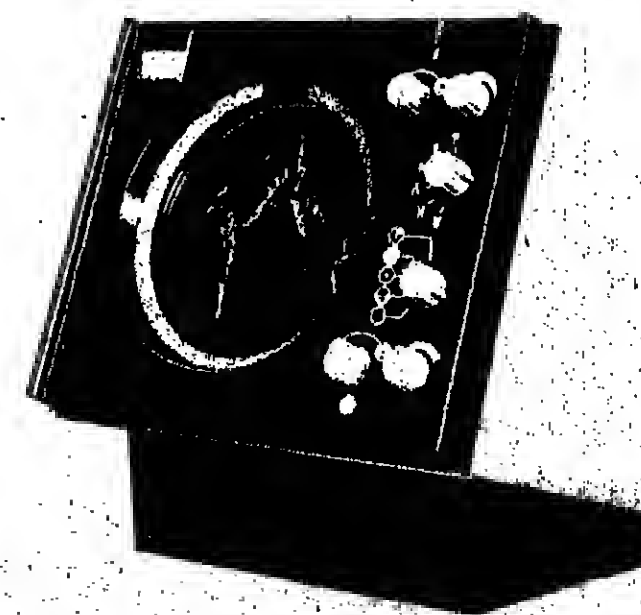
110 benefits from the Decca AGREE programme of reliability engineering, still unsurpassed.

Simple design proved at sea in 14,000+ boats including the vessels of 38 navies.

Every Decca radar benefits from the large investment in quality and reliability made possible by Decca's large scale production of the world's widest range of equipment.

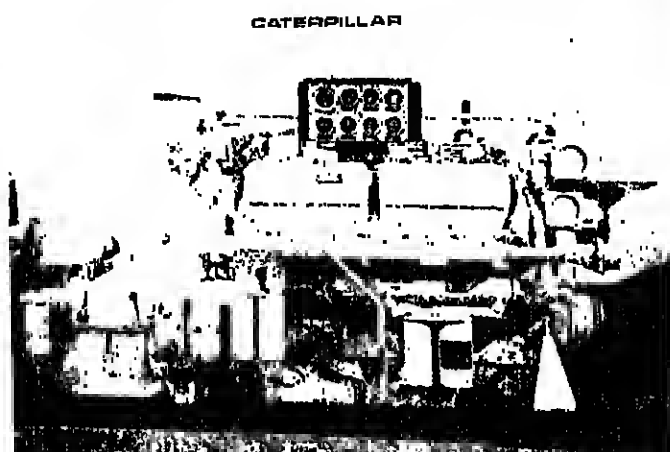
Small boats are often in small ports. With Decca's unmatched world-wide service organization, Decca service engineer is the one most likely to be on hand.

A Decca service support helps make the 110 popular as a second radar in larger ships.



Ordering data for 110 and 101 - 15274

200-0000



Caterpillar's 3412 engine, one of the new 3400 series on show in the UK for the first time.

## Pound system

MAIN EXHIBIT on the Alcoa of Great Britain Ltd. stand was a section of fishroom boards and stanchions.

Also on display was a range of aluminium fish boxes, trays and containers manufactured by the Warwick Production Co.

The Alcoa system of aluminium fish pound boards and stanchions has been in use for many years aboard fishing vessels.

Some boats are fitted with the complete system, while others have either stanchions or boards.

A set of boards has been supplied to the new pocket trawler *Glen Clova*, which has just been completed by Cuhov Ltd. of London for J. Marr (Aberdeen) Ltd. Another set has been ordered for a wooden purse seiner under construction at the

Aluminium fishroom stanchions and pound boards on the Alcoa of Great Britain stand.

Sandhaven yard of J. and G. Forbes and Co. for Shetland owners.

Aluminium has many advantages for fishroom applications. It is corrosion resistant, easy to clean and handle, lightweight and durable.

Above all it is resistant to bacteria which is a real aid in keeping the catch fresher during storage at sea. Also its thermal conducting properties quicken the chilling of fish in the fishroom.

Alcoa also supply aluminium sheet for use in vessel construction. A pre-painted, stain-resistant, aluminium sheet has been used as an interior lining for the galley on board Skipper Dave Smith's new seine netter *Argonaut IV*.

Alcoa aluminium has also been used for the gutting shelter and for the engineering trend plate on this vessel and for others from the Campbelltown Shipyard.

